

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the
GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PATENT MEDICINE VENDORS,
DRUGGISTS' SUPPLYERS
And
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of
Orders it is particularly requested that all
business communications be addressed to the
Firm, A. S. Watson and Co.,
HONGKONG DISPENSARY, 153

NOTICES TO CORRESPONDENTS:

Communications on Edinburg matters should be
addressed "The Editor," and those on business "The
Manager," and not to individual members. Correspondents are requested to forward their name
and address with communications addressed to the
Editor, but not to publication, but as evidence of good
faith.

All letters for publication should be written on one
side of the paper only.

"China," thanks, is fully colour in composition,
but the story was published in Hongkong some
months back.

MARRIAGE.

On the 29th October, at St. John's Cathedral, Hongkong, by Rev. Mr. Henderson, English Chaplain, Sonny
Sawyer, son of Mr. Sawyer, of the Hongkong Dock
Company, to Alice, daughter of Thomas Mason,
Esq., Camden Road, London. [152]

The Daily Press.

HONGKONG, NOVEMBER 1st, 1877.

COMPARISSONS are generally odious, but they
are often very instructive and interesting. One was
offered in our columns yesterday which the readers
of the Japanese papers will find of interest.

The Government are busy making ar-
rangements to purchase, with the national
money, from those who may hold them, the
notes issued by the insurgents. The reason
adduced for this very generous measure is
that the inhabitants of the provinces where
the war was waged were forced to accept
those notes from the insurgent soldiers.

Under the head of Peking, in the same
issue, we reproduced a statement made by a
correspondent of the *Shanghai Courier*. A
grant of 400,000 taels has been made by
the Chinese Government to the dis-
tressed region in Shansi. "This sum,"

says the correspondent, though utterly in-
adequate to meet the widespread distress,
would do much good if it could be entrusted
to faithful agents, but such men are, alas,
very scarce in this part of the world. When
a former grant was made the people in
many places were unwilling to avail them-
selves of the offer, and even in some
cases paid for exemption from the necessity
of receiving the Imperial bounty.

The local officers to whom the grant was
entrusted for distribution told the people
that the sums were a loan to be repaid
with interest on the first good year, and
the poor people were unwilling to be debtors
to such creditors." In how different a light
does the action of the two Governments
appear—the one tenderly solicitous for the
welfare of its subjects in provinces recently
in arms; the other giving, for it, generous relief
to the famine-stricken inhabitants of a
provincial town.

It is doubtful, however, whether the Chinese
Government had any such intention; its grasping minions
probably conceived the idea with the hope of
some day reaping a large profit from the
present miseries of their fellow creatures. A
system of administration that admits of such
acts ought surely to be abolished, and the
sooner it crumbles into ruins the better it
will be for the welfare of the people who
suffer from its domination.

It is satisfactory to hear that the reported
murder of a number of the Japanese resi-
dents at Fusae, in Corea, is untrue. The
Coreans have, noy and again evicted animo-
sity towards the Japanese merchants settled
at the new treaty port both on account of
the latter's conformity with European cus-
toms, and from their own traditional
policy of exclusiveness; but we imagined
they were too firmly impressed with the
desirability of remaining upon good
terms with them to hazard any very open
demonstration of ill will. Moreover the im-
portance of the trade between the two coun-
tries was made so strikingly apparent during
the late famine in Corea, when that country
imported supplies of rice from Japan without
which thousands of the people must have
perished, that we should have thought
the fact would have considerably abated the
prejudice first created by the compulsory
opening of certain ports to trade with the
Japanese. The rumour of the sudden rising
against the Japanese residents in Fusae
was happily altogether unfounded, and perfect
peace prevails in that port. So far from any outrage having been
committed, the relations subsisting between the
natives and the Japanese are more friendly
than they were, and everything seems to
point to an increasing appreciation by the
Coreans of the benefits of trade. Not
long since the Corean Government de-
creed upon coining some copper money for
purposes of trade, a step they would pro-
bably not have taken but for the presence
of the Japanese. It will be long, however,

before the Coreans, of their own free will, in-
vite the presence of other foreigners in their
country. Whatever concessions they have
made to the Japanese, and however well dis-
posed they may now be to that people, they
retain an invincible repugnance to all for-
eigners, and are as much opposed as ever to
having any commercial or political inter-
course with them. It may, perhaps, appear
desirable to foreigners at some time to have
such intercourse with Corea, but at present
the prospects of trade are not very alluring,
and the Coreans will doubtless be allowed to
preserve for several years to come the isol-
ation that is so peculiarly acceptable to them.

The Italian corvette *Christoforo Colombo* has
gone round to Aberdeen Dock.

In honour of the birthday of the King of
Portugal, the *Lourenco* Club was brillian-
tly illuminated last evening.

The funeral of Captain G. U. Sands, of the
Patent Slip, West Point, took place yesterday
afternoon, and was very largely attended.

As will be observed by an advertisement in
another column, the amateur concert to be given
at the City Hall on Saturday next on behalf of
the Indian Famine Relief Fund is unavoidably
postponed. We hear that His Excellency the
Governor and Mrs. Heaneey will be present
when it is given.

The remained case, in which some of the
men belonging to the American ship *Hellen*
were charged with desertion, was yesterday
brought before Mr. Russell, who said he would
have to remand the case until Monday, 6th
instant, in order that the Revd. Stan. Yeates
might go with his family. The trial
then went to the third prisoner's house,
and he took the child for \$40. The child was now
in Singapore.

Mr. James Mulligan proved a previous con-
viction against the second prisoner to be
false, and the Queen's road, where she met a Singa-
pore man who asked her if she had any money
for sale. Just then the third prisoner came in to sell
her a small handkerchief. The Queen's road
was so crowded that she sold her to him.

The fourth prisoner said one day she was
walking in Queen's road, where she met a Singa-
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NAUTICAL ITEMS

The Admiral has ordered thirty torpedo boats to be built at the yard of Messrs. Thornycroft, of Chiswick. The *Wardrobe*, financial steamer from Smithfield to the Rock of the Isle of Wight on the 12th ult. for the trial of her guns. Nineteen rounds were fired, with bursting charges of 55 lbs. in all directions, and under various conditions with regard to the position of the ship on the water. The trial was considered completely satisfactory.

The steamer *Dendrobium* arrived recently in San Francisco. She left Sydney, Australia, on the 1st ult., and made a total loss. All charts save from 50 to 100 fathoms of water in the position where the steamer struck in three fathoms of water, near Puntal Delgado. Mariners who design to navigate these waters would do well to make a note of the above.

Statistics of vessels reported lost by the Bureau of Fisheries during the year 1876 are as follows:—Total—three. English, one Norwegian, nine German, eight American, six French, four Dutch, three Italian, two Spanish, two Russian, one British, one Greek, one Swedish, seven of which the nationality is unknown. Total—seventy-seven. In this number are included eight vessels reported missing. Steamers—six English, one German, one French, one Swedish. Total—nineteen.

A letter from Frank Bay, dated September 1st, says that the first trial on Thursday, the 2d, did not finish her punishment, as the *Sultana* left on the 30th of August for the Fins to give leave. No sign of the *Wife* or the *Fleming* yet. The *Alexandra* had to be left behind on Wednesday in consequence of a break-down of some sort in her machinery. The machinery of the *Alexandra* has worked faultlessly up to the present time since she left England. We expect the *Sovereign* to follow.

Although the Admiralty have been compelled by the press of work in the Royal Dockyards to commit the repair of the machinery of the *Triumph*, *Hercules*, *Inincible*, and *Iron Duke* to the contractors who have done it to our betterment for the *Wife*, *Fleming*, *Wife*, and *Alexandra*, the cost and even unworkmanlike ness of that is together with the sister ships *Viper* and *Vixen* is perfectly notorious. There is much anxiety as to what my Lord intends to do with her. She is too slow, heavy, and cumbersome for harbour service, and to send her outside the *Wight* in a breeze would be to invite a naval disaster. The best thing to be done with her would be to convert her into a gunboat, and her would be in a diminshing condition, to some other ship with better lines for further experiment.

A launch of the composite war steamer *Cormorant* took place at Chatham Dockyard on the 12th October, in the presence of a large number of spectators. The *Cormorant* is unarmoured, and therefore her value is as a fighting ship for offensive operations is nil. She is built of iron, and is to be used for gunnery practice, two 64-pounder guns on revolving platforms, two 64-pounder guns on revolving carriages, and a broadside of two 64-lb. guns.

The Chief Secretary of Victoria received by the mail a despatch from the Agent-General stating the action taken by Messrs. Green with reference to their offer for the establishment of a Cape mail service. Mr. Michie mentions that Messrs. Green, in renewing their previous offer, desire to start a company of their own, but if possible and convenient, the required services shall be given through the Government in connection with this subject of a Cape service, have determined to throw open the service to competition by public tender. The conditions of the contract will be drawn up by the Government, and due publicity will then be given to them. It is not likely that they will be any immediate hurry shown over this matter, as in the course of the next month or two, the arrival of the required services can be given to the P. & O. Company of the intention to terminate the contract. The general question of mail communication with Europe may then be dealt with.

Captain Hunter, Assistant Political Resident at Aden, writes to a home paper—*I venture to request your assistance in endeavouring to mitigate a growing scandal. It is not unusual for masters of vessels called in at port to ask ashore a certain number of officers and a few selected persons to act as messengers or to render assistance in inferring the deceased. I will mention two instances which have occurred within the past fortnight.—Mr. George Hoggarson, second mate of the steamer *Airy*, was buried without a single European being present, except the clergyman who officiated, and a few soldiers who were sent for him, and who came to pay their respects at the time of the funeral, and the delay in her departure would not have exceeded one hour had a few shipmates of the deceased had it in their power to pay the last offices of respect to their late comrade. Then the *Quinn*, of the steamer *Bengal*, was buried without the presence of a single person from the vessel, although she was lying in harbour when she went to bed. The crew, however, in the early morning, sent word by no one but the driver and a native servant from the hospital.*

The lightning torpedo launch, which has realized the enormous speed of close upon 20 knots, has been subjected to a critical test at Portsmouth, under the superintendence of Capts. Parkin and Morgan Singer, for the purpose of testing her stability in a seaway. A steady day was selected for the purpose, and with a heavy sea set on the bow, the vessel was heaving heavily at the time of the trial, and the lanyard in her departure would not have exceeded one hour had a few shipmates of the deceased had it in their power to pay the last offices of respect to their late comrade. Then the *Quinn*, of the steamer *Bengal*, was buried without the presence of a single person from the vessel, although she was lying in harbour when she went to bed. The crew, however, in the early morning, sent word by no one but the driver and a native servant from the hospital.

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COMMERCIAL INTELLIGENCE

OPUM.
WEDNESDAY, Oct 26th.
No transmission reported to-day in Patna, for which the mutation is given at 735. Of 100 shares at \$65, but later in the day the drag stood at \$60.

EXCHANGE.
ON LONDON.—Bank Bills, on demand, 3/10.
Bank Bills, at 30 days' sight, 3/10.
Bank Bills, at 6 months' sight, 3/11.
Credits, at 8 months' sight, 3/11.
Documentary Bills, at demand, 3/11.

ON BOMBAY.—Bank, sight, 2/10.
ON CALCUTTA.—Bank, sight, 2/10.

ON SHANGHAI.—Bank, sight, 7/2.
Private, 30 days' sight, 7/3.

HONG KONG.—Shares, 54 per cent premium.
Union Insurance Society of Canton—\$1,100 per share.

China Traders' Insurance Company's Shares—\$200 per share.

Swatow Insurance Association—Tls. 25 per cent.

Chinese Insurance Company—\$250 per share.

Swatow Insurance Company's Shares—\$100 per share.

China Fire Insurance Company's Shares—\$172 per share.

Hongkong and Whampoa Dock Company's Shares—15 per cent.

Shanghai Canton Macao Steamboat Co.'s Shares—10 per cent discount.

Shanghai State Navigation Company—Tls. 26 per share.

Hongkong Gas Company's Shares—\$75 per share.

Hongkong Hotel Company's Shares—\$60 per share.

Chinese Imperial Loan—\$103. Ex. 4/1d.

SALES ON OCTOBER 31ST AS REPORTED BY CHINESE BANKS.

Skophil—1 case, at \$250, by Fook-just-wu to travelling trader.

Brown Glass—60 tubs, at \$2 cents, at Kwong-sang-tai to travelling trader.

Vermicelli—5 bags, at \$9.00, by Kwong-sang-tai to travelling trader.

Butter—100 bags, at \$2.15, by Yee-ping to local trader.

Blankets—100 bags, at \$7.60, by Kwai-kiang to local trader.

California Shrimps—20 bags, at \$11.50, by Kwong-sang-tai to travelling trader.

Tapioca—100 pounds, at \$2.00, by Tai-ku to local trader.

Rattans—100 pieces, at \$3.20, by Wo-ke to local trader.

THE CHRONICLE AND DIRECTORY FOR 1877, (With which is incorporated "THE CHINA DIRECTORY")

NOTICE.

A. MILLAR & CO.,

PLUMBERS AND CARRIERS,

QUEEN'S ROAD EAST, HONGKONG.

FOR SALE.

CHAS. HEIDSIECK & CO'S MONOPOLY LIQUOR.

DETINEN & CO.

Hongkong, 2nd July, 1877. [6m164]

FOR SALE.

CHAS. HEIDSIECK & CO'S MONOPOLY LIQUOR.

DETINEN & CO.

Hongkong, 15th September, 1877. [6m165]

FOR SALE.

CHAS. HEIDSIECK & CO'S MONOPOLY LIQUOR.

DETINEN & CO.

Hongkong, 1st May, 1877. [6m166]

FOR SALE.

CHAS. HEIDSIECK & CO'S MONOPOLY LIQUOR.

DETINEN & CO.

Hongkong, 1st May, 1877. [6m167]

FOR SALE.

CHAS. HEIDSIECK & CO'S MONOPOLY LIQUOR.

DETINEN & CO.

Hongkong, 1st May, 1877. [6m168]

FOR SALE.

CHAS. HEIDSIECK & CO'S MONOPOLY LIQUOR.

DETINEN & CO.

Hongkong, 1st May, 1877. [6m169]

FOR SALE.

CHAS. HEIDSIECK & CO'S MONOPOLY LIQUOR.

DETINEN & CO.

Hongkong, 1st May, 1877. [6m170]

FOR SALE.

CHAS. HEIDSIECK & CO'S MONOPOLY LIQUOR.

DETINEN & CO.

